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SOURCE Zeleznice, No 9, 1949THE INCREASE IN POSTWAR RAIL TRANSPORT

Railroad transportation accounts for 85 percent of all transportation in Yugoslavia while water, air and road transportation combined account for only 15 percent of the total. The railroads have grown as follows: 1930 - 9,098 kilometers of lines; 1938 - 9,444 kilometers; 1941 - 9,655 kilometers; 1942 - 9,678 kilometers; 1944 - 5,271 kilometers; 1946 - 10,296 kilometers; and first half of 1949 - 11,582 kilometers.

The Five-Year Plan for the building of new railroad lines has been completed by 98 percent. The following new lines have been built: Brcko-Banovici, Samac-Sarajevo, Kucevo-Brodica, Niksic-Titograd, Kursumlija-Pristina; Bihac-Knin (Una line); Sezana-Dutovlje; Sabac-Koviljaca; and others.

The following index table indicates the fluctuations in the Yugoslav railroad park since 1930, the highest prewar year (1930 = 100):

	1938	1941	1945	1946	First half 1949
No of locomotives	80.6	79.5	4.3	65.4	80.6
No of freight cars	96.3	92	37.3	69.3	96.3
No of passenger cars	95.1	94.8	29.2	66.5	80

The following index table shows how transportation of passenger and freight has increased since the war (1930 = 100):

	1938	1946	1949
Transportation of freight (in tons)	84	77.7	205
Transportation of passengers	121	166	309.9

A comparison of these two tables shows that for the past 2½ years 19.4 percent fewer locomotives, 3.7 percent fewer freight cars, and 20 percent fewer passenger cars carried twice as much freight and three times as many passengers as before the war.

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In relation to 1939, the transportation of various kinds of freight has increased as follows: 184 percent for coal, 152 percent for ores, 156 percent for ferrous and nonferrous metal products, 170 percent for processed and unprocessed lumber, 303 percent for cement and gypsum, 222 percent for other construction material, 127 percent for wheat and mill products, 169 percent for consumer goods, and 144 percent for sugar beets.

The following index table reflects the postwar improvement in transportation (1938 = 100):

	1948	1949
Freight carried (in tons)	175	252
Freight carried (in cars)	163	184
Average haul of freight (in km)	104	90
Average transportation of passengers (in km)	83	74.5
Number of passengers	260	300
Load per axle of freight cars (in tons)	125	139
Turnaround time of cars	60	50
Average weight of cars (in tons)	125	129

Yugoslavia is unable to manufacture sufficient freight and passenger cars to satisfy the demand.

During the first half of 1949, about 20 percent of the freight cars, about 30 percent of the locomotives, and 10 percent of the loading and unloading personnel were not used. The reasons for the inefficient exploitation of freight cars are: irregular loading and unloading, insufficient exploitation of the capacity of cars, cars standing idle, unauthorized loading, lack of coordination between water and railroad transportation, inefficient administration of railroad stations, premature releasing of cars by the yards, and improper priorities given to certain freight.

The main reasons for the inefficient exploitation of the locomotives are the same as those for freight cars. Also locomotives are constantly being repaired and overhauled, and there is a shortage of critical material needed for their maintenance. The shortage arose after the Cominform countries stopped shipments of maintenance material.

The problem of insulating locomotive boilers has been solved by the use of arches of firebrick, which is very cheap.

The reasons for the inefficient exploitation of manpower are: the increase in transportation between the first half of 1948 and the first half of 1949, and the employment of new personnel for the second half of 1949, when transportation increased 30 percent over 1948. The Five-Year Plan for the transportation of passengers was fulfilled in 1948, and it is assumed that the plan for hauling freight will also be fulfilled more than a year ahead of schedule.

At present 45,570 kilometers of the track have been completed and opened to traffic and 45,746 kilometers of track are under construction, a total of 91,316 kilometers. Because of other priority tasks, the building of 51,780 kilometers of track has been postponed until 1950, and the construction of 20,600 kilometers have been abandoned, a total of 72,380 kilometers. In addition to the above tasks, the railroads have been ordered to construct 96 kilometers of industrial track and 291 kilometers of regular track in 1949. Thirty kilometers of tracks have been built for the new large Vinkovci classification yard. More than 1,000 railroad workers are employed in this yard.

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